

200,000 FEET T. and G. Colonial and
Orange pipes, painted, Maryland flooring, lining
PALLING, 6 and 8 feet slating, roofing, etc.
BALTIME DRAINS, 1 and 2 x 1, red lead
BALTIC G. and T. boards, 14, 1 1/2, 4, and 1 inch
DOORS, SASHES, mouldings, arched, raised, skirting, etc.
on hand and made to order
GALVANIZED plain and coated
iron, 1 and 1 1/2 inch galvanize, tapered from, ridging, spout-
ING, cement Portland, and cast-iron pipe and fittings
SHOE LEAD and zinc, assorted sizes
WHITE LEAD, best quality
REGULATED STOVES, various sizes
ATHLETIC black and galvanized
DRAIN PIPES.

fire and building bricks, &c.
CERY of every description, in cedar and pine.
 The timber delivered at any point on the
 harbour of Parramatta river.
RODGETT and SMITH, Victoria Saw and Joinery
 Works, Victoria Road, Parramatta.
SHIELS PLATE and SHEET GLASS Warehouse—The
 largest and best assorted stock in the colony. Old
 London, Newcastle, Peterborough, &c. **JAMES
 SAMPSON and CO.**, Glass and Sheet Glass Warehouse,
 100, Market Street, Sydney.
STREET, BROTHERS, House Furnishers,
 Street's Warehouse, Sydney, and
 Pampoolah, Narran River.
 Handwork of every description, and of the very best
 quality. The stock comprises vases, and other
 pieces supplied at the very cheapest rates, and at considerable
 reduction prices.
TILES—The underlined have been appointed **SUPPLIERS**
 to the Government of the Crown Colonies, and to the
 celebrated Jacobine Esplanade and Grand Hotel, and
 the best made. Also in quantities for Churches,
 Halls, &c. **EDWARD CHAPMAN and CO.**
 BATHING PLATE and SHEET GLASS WARE
 HOUSE, 2 and 4, Pitt Street, Sydney.
 The stock comprises all the best quality of
 SHEET GLASS, all sizes up to 1 x 9 ft. Glass double
 12 in. L x 24 in. and 32 in., cut to all sizes, as also, all
 cutters in the colony.

Two copies of the recent arrivals of *Yersinia*, viz.:
Kawakita, Kunikida, Katsuragi, Miyagi, & Tiliagawa
Kato, Kikkick, Dumbled, and Anwar are being distributed
of Glase, Pattee, Otis, Colares, and Paphlagonias in con-
less over value.

Orders forwarded to all parts of the colony of New South
Wales and the adjacent colonies, upon receipt of letter or
telegram, by rail, steamer, or coasting vessels; also
Kato, Kikkick, Dumbled, and Anwar are being distributed
with promptness and dispatch.

City and suburban orders executed and delivered within
two hours of receipt of same.

J. MURPHY and SON.

P.S.—Tenders given for post-gates for sheep transport.

500,000 P&H Cement, Pine and Cedar
 BRECH, Kauri, Maroonstone Pine, and Hardwood
 GALVANIZED IRON, Hardwood and Box Poles
 OREGON LARCH & BOARDS
 BALTIC and Baltic Lumber and Lumber
 OILS, Sashes, Architraves, sashes, and Mouldings
 PAINTS, in all, 7th, 10th, and 14th. tons
 CEMENT, best brand

100,000 SUPERIOR Portland Cement
 MILLER and HARRISON.

PUBLIC NOTICE
 BEAUMONT and SONS, Painters, Paperhangers, and
 Decorators,
 New Richmond, 49, Market-street,
 have opened the new Paints, and are now selling it
 out the following price:
 New Linseed Oil, 4d. for one gallon

Window Glazing, 4 mils, Gold 1st, 2d, equally as cheap
 READUONY and SOON, 40, Market-street.
150,000 FEET of C. Colonial, Mary
 Burnett and Osgood, Baltic, Kan-
 arian, American and J. H. and B. B. and
 120,000 feet ORANGE STAIRS and PLANKING, in all
 lengths
 100,000 feet AMERICAN CLEAR PINE and SHELL
 LUG
 350,000 feet CEDAR, CAROLIAN and MARY
 BURGHOFF PINE, all sizes; the largest stock
 Sydney to select from
 600,000 feet HARDWOOD, all sizes full cut
 SHINGLES, BALANO, LATHES, POSTS and
 TIMBER, FREEMAN, & CO.

HOBART TOWN BOX PALINGS, 6 and 6 feet,
reduced rates
DOORS, SASHES, MOULDINGS, SKIRTINGS,
ARCHITRAVES, all sizes
TURNERY and CARPES on hand, and made to order.
ORDERS DELIVERED TO ANY PART OF THE
HARBOUR BY STEAM LIGHTER.
JOHN TAYLOR and CO.

200,000 FEET Kauri PINE, the best
ever imported into Sydney, for
SALE, in lots to suit purchasers, consisting of 6 x 1 T. and G.
and 1 T. and G. and 8 x 1 T. and G. and 10 x 1 T. and G.

HOBART TOWN PALING, 6S, 14s per thousand
Oregon Flooring, 6 and 22, 6d per hundred (e.
Oak Shingles, prime cargo now landing.
G. S. PRENDLEY, 14, Skiffins-street.

LASSETTS Learnington Rauges, guaranteed
use boil up water in one or two very tedious -
upon the simple principles of Friction and Work & Wash
Lead us by W. MCALCHY, Turner Junia us -
Testimonial - F. S. Nuss, Esq., Philad. Inst. H. Prince
Esq. Omstead - Holl. Soc. - Somerset - London - etc.

HOKIN finds best Forest Oak SHINGLES, &c., at
\$1 per square, 12, Crown-street, Wollomoolloo.

KE-NE'S elegant CHIMNEYPIEES, very cheap
J. SELLAR, Harbistreet, near Paramatta-bridge.

PORTLAND Cement Foundry, Vaux, Bord-
ers &c. J. SELLAR, Harris-street, nr. Paramatta-
bridge.

FOR SALE, cheap, four Venetian SHUTTERS and

G. cut 8000s for building 411, Pitts-est.
TO BUILDERS AND OTHERS. - 2.0 0 feet Hand
 WOOD, associated; 40 000 Shingles (g. d.) 15,000 for
 Cedar (in log), 50 000 Bch. Any of the above class
 for cash. G. HEAD, Agent, Baltic Wharf.
G. O. and ORB IRON, 5 to 10 feet; SHEET LEAD
 2 to 6 lbs. W. CARV, Railway Bridge.

S LATES, and Slate Shingles for roofing. Zinc, Galv. and
Water Pipes, all sizes. W. CARY, Railway Bridge
M ARBLE and S LATE CHIMNEYPIECES, new
designs, just landed. W. CARY, Railway Bridge
L IME. LIME.—Fresh Marble Lime, constant stock
also Portland Cement, best. Depot, 8 King-street

HORSES AND VEHICLES.

HAWKES and COMPANY
 Successors to Buchanan Thomson,
 established over 26 years.
 Coach Proprietors, Livery and Let-out Stables.
 Weddings and Picnic Parties supplied liberally.
 The Stables, Bligh-street, and 61, Hunter-street.

A MERICAN HARNESS—Best quality single and double Buggy and Carriage Harness. Express Waggon and Cab Harness. BARRON, MOXHAM, & CO., Importers, 50, Clarence-street.

A MERICAN BUGGIES, Doctors' Ponies, Express Waggon, and Perambulators; Carriage Material and Hacks. Barron, Moxham, & Co., Importers, 50, Clarence-street.

WANTED to Purchase. 20 light Draught. MARES
to 6. G. Kiss, Bazaar, Pitt-street.

BUGGIES! BUGGIES! WAGGONS! CARRIAGES!
The largest, cheapest, and best assortment in the colony
Buggies, £26; Waggon, £28; Spring-carriage, £13, at
R. BERTON'S
STEAM COACH AND BUGGY MANUFACTORY,

Pitt-street, near Haymarket.
N.B.—Country visitors are invited to inspect the work.
FOR PRIVATE SALE, the celebrated Entire Lion
NELOON, being 4 years old, by the famous
 inventor's, dam Smiler by Wildfire Champion (imp. re-
 grand dam Clunker (imported), great grand dam (imported)
 (imported), great great grand dam Old Chiswick (im-
 ported). For particulars apply to **WILLIAM GOSFORD**

FOR SALE, HORSE, CAR, and HARNESS
 Livings, 499, B. u. K. street, Surrey Hill.
CHESTNUT first-class Buggy Horse, 615; pair 616.
 Wag on Horses, 235; quiet Hack, 15. Knight.
COVERED Wagon, pair staunch Horses and Harness.
 250; Buggy and Harness, 241. Knight, C. L. High.
FOUR Horses, Buggy, 230; Best Buggy Saddle.

NEW EXPRESS Waggon, 235; Dog-cart, 8; Spring-cart and Harness, 8; Tug-Buggy, 116

FOR SALE, a strong 4-wheeled DOGCART, also harness and Schieler, 293, Castlereagh-street.

CART and HARNESS for SALE, cheap. CORMACK & SONS, Darling Harbour, near Castle-maine brewery

WANTED, a staunch Draught-HORSE, young, and used to farm work. Ice Works, Paddington.

WANTED, a young and quiet PONY, about 11 hands high. H. S. Bird and Co., Circular Quay.

SPECIAL ADVERTISEMENTS

SPECIAL ADVERTISEMENTS.
SALES BY AUCTION THIS DAY.
At Campbell's Pond at 11 sharp,
1190 Bayside MAGD SUGAR,
At the Rooms, at 11 sharp,
48 Cases GENERAL MERCHANDISE.
FOR POSITIVE UNRESERVED SALE.
CAREY, GILES, and CO.,
Auctioneers.

BEST BUILDING 10 8 now in Market, Albert
Parade, Ashfield, near Station; long open
world recreation reserve, coast to sea. SALE next
TUESDAY, Litho., &c. J. W. Watkins, Temp. Hill

BUS TICKET CASES.—Turner and Hinde sons
late at novelty, 1s and 1s 6d each. 16, 18, Hunter-st.

NO PRINTERS.—For SALE a first-class Job Print
Business. For particulars, Edwards, Dunlop, and Co.

FOR SALE Tylor and Sons's SODA WATER
MACHINES, JONES's SAFOU & CO. (LONDON)

WATCHMAN, KER S., jeweler and silversmith's Bu-
ness for SALE. At Colliers' treat, Melbourne.
LETTERPRESS required—64 dozen per week. Apply
by letter, with full particulars and reference,
to Mr. J. H. B. at 48.

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The Sydney Morning Herald.
 WEDNESDAY, JULY 12, 1876.

RE quarterly balance-sheet, on which we commented in our issue of Monday, is always a matter of interest, if not to the general public, at least to all who have the public welfare at heart. The abstracts of receipts and expenditure now published not only deserve to demand the closest investigation. Leaving out all the trust moneys and loan funds, the balance to the credit of the colony is, there-

hinks and adjusted on account of lossage of the items which have been authorized but not yet received. The total was \$22,422.77. Never did our inventory appear so flourishing in the whole history of the treasury. Whether this prosperity was now a reality or merely a mirage, we will now proceed to examine. Transposing the items so arranged, we get them under the proper heads, but they are still getting a few under taxation that were not

Excise	£ 548,129
Railways, Telegraphs, and Post Office ..	211,686
Accellaneous	28,611
Grants	642,869
Total	£ 1,238,282

Waves, Telegraphs, and Post Office ..	£144,063
er-st (chiefly on railway loans) ..	224,006
lands, bridges, harbours, buildings, &c. ..	159,803
der department	70,227
ner department, &c.	322,044
plus income	326,145
Total	£1,238,287

Of the three chief services the Post-office, Land and Forces, left a balance against us

\$20,155; the Telegraph department a loss of \$3830, without including the interest on the capital invested; and the railways show a surplus of \$1,002 over working expenses. There is a little more than the quarter's interest on the capital invested in the lines open for traffic. There are over 250 miles more of railway under construction in which capital is locked up for some time.

which the colony has to pay interest, but will receive no return till the lines are opened; and the earnings of our railways are not likely to afford any compensation for this loss for some time to come. It is very satisfactory to perceive that the lines now in full work are beginning to be remunerative, though as yet they are paying little towards reconstruction. The result for the quarter on all three services

a loss amounting to about £30,000, including interest on capital invested in completed works, but not works in progress. We have, therefore, no source of clear revenue to derive us from taxation under this head, but a loss which is equal to one-tenth of the whole taxation of the colony. After deducting the interest here charged against the services from the total interest paid during the years there was no other cash for interest.

After there remains a balance of interest to be provided for of £128,000, a large portion of which is for capital not yet reproductive. Now, let us throw out of account the whole expenditure of the Lands department, and the whole cost of the public works classed as roads, bridges, &c.; we have then left the cost to the other departments and the two sums given above, making £480,000, without

owing a penny for the cost of administering the public estate, or for making or keeping in repair a single road, bridge, building, or other public work in the colony. With £34,000 of taxation now can we meet £480,000 of expenditure? And if it be said that some items of expenditure have had to be met this quarter, which are more than the quarter, and will not have to be repeated four times a year, the reply is

that we are not attempting an accurate exposition of the situation, for that cannot be done on the narrow basis of three months' results. In leaving out of the expenditure, the whole cost of Lands administration and of the Public Works, we have left a sufficient margin for all possible exceptions, and whenever we come to apply corrections on one or more of the account, we must do it

so on the other. The conclusion arrived at, far, then, is that the quarter's income cannot be made to balance the quarter's expenditures by throwing upon the land revenue of the quarter the loss sustained on postages and telegraphs, the interest on millions of unproductive capital invested in works said to be under progress if that word is not a mockery, the cost of constructing and repairing the

whole system of roads, bridges, wharves, railways, buildings, and other public works, together with the confessedly legitimate expenditure of administering the public estate. Is that a safe basis for any financial system? The land revenue for the quarter has indeed been enormous. It is larger than the gross income of the consolidated revenue from all other sources combined, and it is twice as

... as our whole legitimate taxation. The sum of £381,400 has been devoted to the repayment of loans, the wisest thing that could be done, because the colony can borrow now

respectable conduct of licensed houses, and that the clauses against the practice of supplying drunkards with liquor, and against gaming in public-houses, are nearly inoperative. We are told that the Watch Committee in Birmingham were compelled weekly to dismiss constables for intoxication while on duty, and that the persons who supplied them with drink remained undetected and unpunished.

they therefore appointed five "special inspectors, carefully selected and highly paid, to see that the provisions of the Licensing Acts were carried out in the borough." Two results followed:—(1.) In two months twenty licensed persons were fined for supplying drunken people and constables on duty with drink and for permitting gaming; (2.) The action of the Watch Committee "aroused the bitter

meetings of the publicans, who held indignation meetings and formed an electoral association to secure the return to the Town Council representatives pledged to the support of the 'righteous privilege' of the liquorer to set the law at defiance." Many of the evils complained of in England exist in this city and colony. They can be readily distinguished by private citizens, but they are invisible to the police.

In considering the principal suggestions for further legislation, Mr. CHAMBERLAIN mentions the proposal of Mr. COWAN, the Member for Newcastle-on-Tyne, "to transfer the powers possessed by the magistrates in licensing matters to a Licensing Board specially selected for the purpose." This would place additional power in the hands of the ratepayers, but it is urged as an objection *in limine*

“local government would hardly stand the strain of another new and independent local authority with a separate election, and all its consequent cost and disturbance.” It is added: “Already, in many boroughs there are elections and polls for almost every month in the year; and if this state of things continues, or is extended, it will be almost impossible to secure a healthy interest in any

of them." The writer urges that a similar objection would apply to the Permissive Bill. He says that "while it adopts the principle of central control and popular control, it limits this control and restricts the option to only one of any issues that might be and ought to be raised." He concludes with the following memorable sentence:—"The great number of respectable and intelligent persons who are in favour of municipal control are not in favour of the Permissive Bill."

to favour restriction, but are disinclined to abolition, would have no opportunity whatever of expressing their reasons, and the only people actually consulted would be the respective partisans of the United Kingdom Alliance and of free trade drink."

Mention is also made of a measure, introduced by Sir ROBERT ANSTETHUR, which applies to Scotland only, and the object of

which is to suspend the issue of all licenses till the number has been reduced to one in 100 of the population in towns, and to one in 300 in country districts. Another bill, with a similar object, was brought in by Sir HARRISON JOHNSTONE and Mr. BILLY, intended to apply to the whole country. An interesting account (which will be found in another column) is also given of the Gothenbourg

system, upon which the before-mentioned bills are framed, and which the writer thinks might be imitated with advantage. He points out that, under the provisions of the Götterbrenn system, in the space of ten years the ordinary level of drunkenness has been reduced in Sweden and Norway by two-fifths, and the number of houses for the sale of spirits by more than one-half. "What pro-

English people from which it must sanguine advocates venture to anticipate similar results within the next generation? Surely it is worth while, in the light of this remarkable experience, to consider if it be not practicable to frame a bill which should at least render it possible to test on English soil the principles which have so generally commended themselves to the Swedish people." This plan is

certainly worth the serious consideration of those who insist upon "local option." It might be accepted by advocates of the Pe mission as an instalment, and it might disarm to some extent the antipathy of those engaged in the liquor traffic, inasmuch as it constitutes a compensation. To those who do not take extreme views, anything that is likely to diminish drunkenness will be hailed with

one of the penalties of greatness is to occupy a prominent place in public opinion. Sir ALFRED TRENKLEN has long been one of the leading citizens of New South Wales, and now he occupies a place second only to that of the Representative of the QUEEN. He is Lieutenant Governor of the colony, ex Chief Justice, and a prominent member of the Legislative Council. But he is also a

member of the Council of Education, and in that capacity—if we did not misunderstand him in his speech of Saturday—he complains of public criticism. "He candidly admitted that, having been in the habit of dictating rather than being dictated to, he did not like being found fault with as a member of the Council of Education." Perhaps there are other people who do not care to be "dictated to" any more than Sir Archibald Stirling does; and

to do not recognise the right of anybody, living, to dictate' to them on matters which come within the province of Constitutional Government. Our dictator in England was OLIVER CROMWELL, and he was a good one that we shall never again need or endure another. But fair criticism is not dictation. How are public questions to be determined except by full and open public discussion? We never before heard that the Department of Education is infallible. That the

They give their valuable services gratuitously or for a nominal fee to the public. It is not equitable to them and deserving of the public gratitude. But they have now a quarter of a million of public money at their command, and if they are to be paid for their services, it is not equitable to impose silence upon us in regard to the manner of spending, or leaving the money to be spent as they please. It is no consent, so large a sum, the services of a really valuable Board would be dearly purchased at such a price. The Newtown school itself is another proof of the need of public criticism. It involves an expenditure of upwards of

now for the accommodation of 900 children, which is a larger sum than a first-class school ought to cost in the present educational deficiency of the colony. But of this sum £1500 was spent on the purchase of a site—a far larger sum than would have been necessary if this populous suburb had received justice at the hands of the council years ago. And this is a specimen of what will be repeated all over the colony, unless a little more forethought and system can be introduced into the management of our public affairs.

make timely provision for every district in the colony. Sir ALFRED STEPHENS must pay the penalty both of his exalted station and his responsible position, and he has the less reason to complain of this because he is in the habit of freely criticising others. In this very speech of Saturday he spoke of Mr. DOUGLAS as a very mild pettinger in his way." Was that the most respectful thing for a member of the Council of Education and the Lieutenant-

governor to say of the MINISTER OF EDUCATION! Of course it was a joke; but it is not

ARRIVAL OF THE MAIL

ARRIVAL OF THE MAIL

accompanying formal notice, one new share of issue for every four old shares held by them at a premium of one share, such premium to be carried to the further credit of reserve fund, which would then be \$65,000. The directors to announce that since the last meeting they have lost the assent at the Board of their esteemed colleague, Mr. John All who, from failing health, has felt himself compelled to retire conformity with the articles of association, the directors

VERMONT OBSERVATORY, SYDENH.											
Latitude, 44° 44' 43" N. Longitude, 72° 50' 10" W.											
Barometric reduction, 9.874 ft. East. 2nd January 1876.											
The sun is dropped daily (Sundays excepted) at 11 a.m.											
By mean time, on 28. Jan. 2 and 3. (Observed.)											
Meteorological Observations.											
Sundays observed to 15.7.76. (Sundays not on level.)											
Height of wind measured in miles per hour, and the force in											
direction, and reduced from velocity.											
Altitude of sun at 10.00.											
Humidity, 0 to 100.											
Cloudy days, 0 to 10.											
Rain, 0 to 10.											
Scale of 0 to 10.											
July 10, 1876. CIVIL RECORDING.											
Barometer	Thermometer in shade.	Humidity	Direction	Velocity	Force	Cloudy	Altitude	Humidity	Cloudy	Altitude	Remarks
9.0007	51.0	97	N.	8	8	10	0.05	9.00			
9.0010	51.0	97	N.	8	8	10	0.05	9.00			
9.0013	51.0	97	N.	8	8	10	0.05	9.00			
9.0016	51.0	97	N.	8	8	10	0.05	9.00			
9.0019	51.0	97	N.	8	8	10	0.05	9.00			
9.0022	51.0	97	N.	8	8	10	0.05	9.00			
9.0025	51.0	97	N.	8	8	10	0.05	9.00			
9.0028	51.0	97	N.	8	8	10	0.05	9.00			
9.0031	51.0	97	N.	8	8	10	0.05	9.00			
9.0034	51.0	97	N.	8	8	10	0.05	9.00			
9.0037	51.0	97	N.	8	8	10	0.05	9.00			
9.0040	51.0	97	N.	8	8	10	0.05	9.00			
9.0043	51.0	97	N.	8	8	10	0.05	9.00			
9.0046	51.0	97	N.	8	8	10	0.05	9.00			
9.0049	51.0	97	N.	8	8	10	0.05	9.00			
9.0052	51.0	97	N.	8	8	10	0.05	9.00			
9.0055	51.0	97	N.	8	8	10	0.05	9.00			
9.0058	51.0	97	N.	8	8	10	0.05	9.00			
9.0101	51.0	97	N.	8	8	10	0.05	9.00			
9.0104	51.0	97	N.	8	8	10	0.05	9.00			
9.0107	51.0	97	N.	8	8	10	0.05	9.00			
9.0110	51.0	97	N.	8	8	10	0.05	9.00			
9.0113	51.0	97	N.	8	8	10	0.05	9.00			
9.0116	51.0	97	N.	8	8	10	0.05	9.00			
9.0119	51.0										

Mayor Rollo A. Gipe is the
Chair, Miles, Proeder, Simpson
contingents meeting were held.

signal were placed it might easily be knocked over or being exploded. The following advantages, the *Engineer* says, claimed for the apparatus:—(1) A labour of time is not expended at the signal to place the fog signal on a track when it is necessary. (2) It cannot get out of order. (3) It can be made carry any number of fog-signals. (4) It is impossible either to start or to stop a train at a signal, or to run any far (where the apparatus is placed) without having the signal, should it (never) not see the signal at the signal. (5) The signal is not a track, and the signal arm, drawn to "line clear," and remains clear under the rail the moment the signal arm is raised to danger. Should the signal be fired, instead of blowing air, the signal arm to the red remains as the broken case, which is placed by the other sound fog-signal. (6) The apparatus is not made being very simple in its parts, and the case may be cast in one piece. (7) No brick or stone is required in its construction, and it may be sunk in the ballast. (8) No additional length of rope is necessary. (9) The fog signals and working parts are simply protected against rain, and the apparatus is not liable to any damage by its distance from a signal case, a train could be stopped at once, at the will of the signalman.

EDINBURGH REVIEW AND LIVES.—The new number of *Edinburgh Review* contains, in an article entitled "Railway Profits and Railway Losses," a formal and extensive paper on the subject of the railway companies with reference to the conduct of the general traffic. Glancing at the extraordinary change in the introduction of mechanism, moved by steam, and the change in the relative position of the plant which his inquiry, the reviewer has stated the subject of his inquiry to locomotion as stated by their at power, and especially to the condition of the railways of the United Kingdom. The reviewer has said that his inquiry is not to the increase, but in the change of goods and in number of passengers which has taken place in the last forty years. But he distinguishes between the increase of high speed passenger traffic, and as applied to the carriage of minerals and heavy loads. In the latter case it is a simple question of time. There must be a speed at which, all things in nature, it is not economical to convey of this nature. The reviewer says some of the opinion that the most economical speed is to be obtained by water carriage; and that it has been estimated on the part of the railway companies to be the cost of the time of the goods, and the cost of the natural traffic of the canal. With regard to passengers, on the other hand, the reduction in the cost of travelling is but a small matter in comparison to the great cost of time. The reviewer estimates that the time actually saved in this manner is equal to at least an addition of one-fifth to the working capacity of the railway, and the reduction in the cost of the goods, the higher industry of the train. The reviewer then discusses the subject of railway accounts, and shows that it is impossible to ascertain, from the accounts published under the direction of the railway companies, the cost of the ton of passengers or a ton of goods for a given distance. It institutes an elaborate investigation of the accounts of the principal French railways, in which the reviewer keeps the cost of the ton of passengers and a ton of goods—namely, the weight of trains of carriages employed—is given. From a comparison of the price per ton-mile of the ton of passengers and a ton of goods, the reviewer

Ward, had been delayed), and moved to its reception by Alderman Evans, and our old Alderman Corrigan made a few words of thanks to the audience. Messrs. Willcock

approximate cost for the conveyance of a ton for a mile in the latter country. This rate, which is a little over four-tenths of a penny, he compares with the rate of locomotion of a penny, or a farthing, for a ton of locomotion, or a ton of goods, in the former country. By the aid of the railway, says our English engineer, and thanks to the outcome of the working expenses to the goods it carries of the lines. The result of the investigation of the costs can carry, and when uncontrolled by the railway, to carry, minerals, with a profit, or rather, to carry a heavy loss to the railway companies. The reviewer declares his main object to be to collect such adequate accounts from the railway companies as shall throw light on a subject that has been involved in so much mystery. He will be very ready to certify on what reply is made to his criticism: "a paper"—*Pall Mall Gazette*, April 13.

ET 1 0 0 0

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WEDNESDAY, JULY 12th. 1876.

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 Sleep-walking Scene—Macbeth..... Shakespeare
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PRINCESS KATHARINE. Courtship of King
 Henry—Henry V..... Shakespeare
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Wanted, a Naranjo or Valencia seedling, to inspect the Nursery. Good rearing young trees are invited to inspect the Nursery.

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R EQUIRE, for the Macaoque-street Dispensary, a Gentleman to roughly qualified to act as Temporary B&A.D.R. Applications to be sent in on or before the 19th instant, to the undersigned. LEWIS LIPMAN, Secretary.

[illegible]

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one accustomed to No. 132, D. vonshire-street

WANTED A BRICKLAYER. Apply early, at Mr
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Wanted, a good GASFITTER; constant work for sober man. R. L. V. & Co., Newtown Road.

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Cormick Brothers, Darling Harbour Coopers.

WANTED AN APPRENTICE, genteel business.
Apply Mrs. Shaw, 160, Waterloo street North.

WANTED, A GOVERNMENT, or country, suitable
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WANTED, a smart Lad as APPRENTICE
P.tridge's Works, Bathurst-street.

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EICHERT PLACE. Paddock station. 11/12/1912.

MANLY.—To LET, furnished, a **OCEAN VIEW HOUSE**, situated near the pier. M. A. No. 412, Richmond-st. S. **FURNISHED.** Dining-room. Drawing-room, large Bedrooms, Verandah facing the ocean. Apply to S. H. Barnwell, house agent, King-street, on the pier.

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TO LET, 3 rooms, Bond-street, suitable for offices. Bate,
Munton and Co., 213, Pitt-street

TO LET, A HOUSE, 4 rooms and kitchen, Park Road,
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